

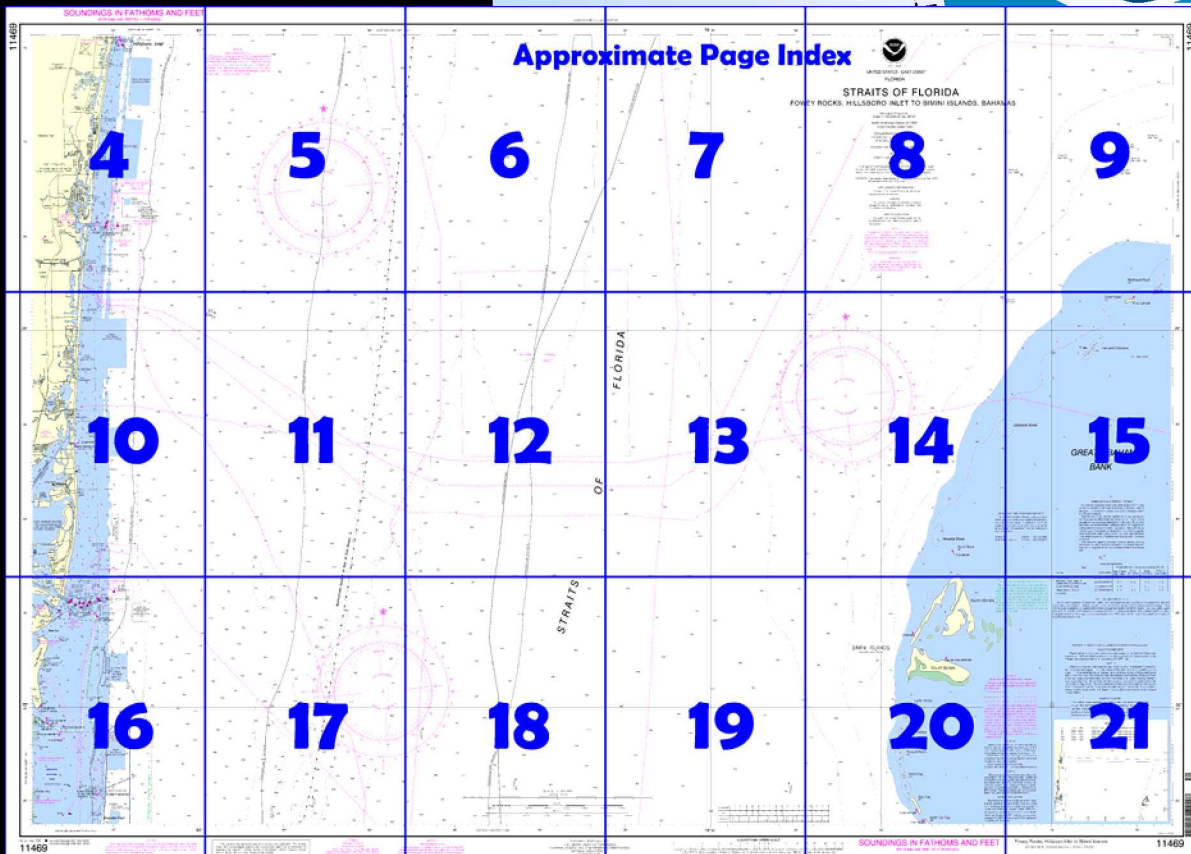
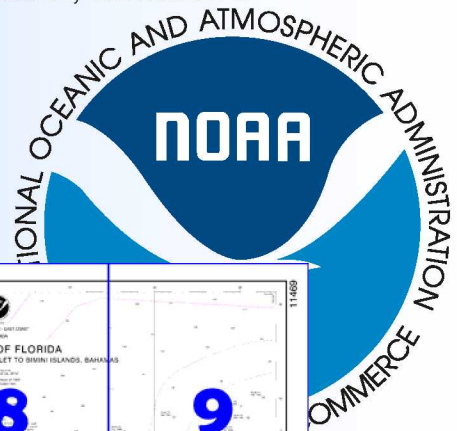
BookletChartTM

Straits of Florida - Fowey Rocks, Hillsboro Inlet to Bimini Islands (NOAA Chart 11469)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

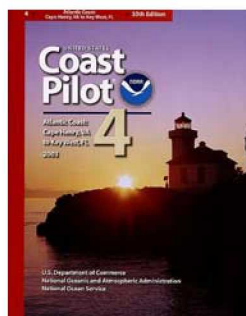
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 10 excerpts]

(259) **Port Everglades** is a deepwater port on the east coast of Florida, 301 miles south of Jacksonville and 948 miles from New York. Many of the world's large passenger vessels call at this major cruise port.

(260) The most prominent objects seen when approaching the port are four stacks painted with red and white bands about 1.2 miles southwest of the harbor entrance. These stacks are marked by red aircraft lights at night. There are numerous tall hotel buildings

on the north side of the entrance close westward of the north jetties. The numerous hotels and several tanks along the beach, and tanks, and radio and television towers in Fort Lauderdale are other conspicuous objects. (261) Because of the low shoreline good radar targets are limited in the approach to Port Everglades. It is reported, however, that the north and south jetties present good targets. Additionally, the entrance buoys are

difficult to identify by radar because of the heavy small-craft traffic in the entrance.

(266) A large fish haven extends from 1.5 to 5.7 miles north of the entrance channel and from 1 to 2.2 miles offshore. A smaller fish haven is about 1 mile north of the entrance channel and about 1.5 miles offshore.

(267) Large commercial vessels approach, enter and depart the entrance channel within both quadrants east of Lighted Buoys 2 and 3. Small craft in the vicinity of the approach areas of the entrance channel are advised to be underway and prepared to get out of the way of any large commercial traffic at all times. They are advised never to anchor within 0.6 mile of Lighted Buoy PE or anywhere in the entrance channel itself.

(270) The entrance channel has dangerously strong cross currents which vary in strength and are unpredictable in direction. These currents generally run at right angles to the direction of the narrow entrance channel making transit hazardous, without local knowledge, for deep draft vessels. These currents have been reported to be as much as 5 knots.

(282) Fort Lauderdale Coast Guard Station is on the east side of the Intracoastal Waterway southeast of the turning basin.

(315) Yachting and small-craft facilities are centered at Fort Lauderdale close northward of the port.

(317) Between Port Everglades and the Miami Harbor entrance, 20 miles to the southward, the general trend of the coastline is south, and it is formed almost entirely by a low sand beach. The large buildings and tanks in Hollywood, Miami Beach, and Miami are particularly conspicuous from seaward.

(319) **Hollywood** is a popular resort 5 miles south of Port Everglades and about 1 mile west of the Intracoastal Waterway. The Florida Bible College, a very prominent structure, is on the ocean beach east of the city.

(320) **Bakers Haulover Inlet** has been dredged through the barrier beach at the north end of Biscayne Bay, 11.6 miles south of Port Everglades, to provide circulation of water in the bay. The channel leads westward through the inlet, thence northward to a boat basin on the east side of the channel and connects with the Intracoastal Waterway north of the basin and through a cut opposite the basin. In September 2001, the controlling depth was 11 feet through the inlet to the highway bridge, thence 8 feet in the basin and in the channels leading to the Intracoastal Waterway. Route A1A highway bridge over the inlet has a fixed span with a clearance of 32 feet; an overhead power cable just east of the bridge has a clearance of 53 feet. Current velocities of about 2.9 knots on the flood and 2.5 knots on the ebb have been recorded in the inlet. (For predictions see the Tidal Current Tables.)

(321) Many charter-boat fishermen use the inlet in good weather. A 700-foot fishing pier about 0.2 mile north of the inlet is reported to be illuminated by floodlights. The outer end of the pier is in ruins. Several prominent hotels are south of the inlet. The Intracoastal Waterway is 0.4 mile inside the entrance.

(322) The Florida Department of Natural Resources has established a **slow-no wake speed zone** in the Intracoastal Waterway where the channels converge in the vicinity of Bakers Haulover Inlet.

(326) **Miami Beach** occupies the barrier beach that separates the ocean from the upper part of Biscayne Bay and is also an important yachting center. A number of causeways, with bridges over the channels, form good highway connections with Miami and the mainland communities. The numerous large hotels take up most of the beach and along Biscayne Bay. Marinas, yacht basins, and numerous small private landings are on the west side of the city along the canals and other waterways off Biscayne Bay. A fishing pier extends out into the sea about 0.3 mile north of the jetties. **Miami Beach Coast Guard Base** and a commercial terminal are northward of the main ship channel near the east end of the MacArthur Causeway. Miami Beach City Yacht Harbor is on Meloy Channel at the southwestern end of Miami Beach.

Table of Selected Chart Notes

Corrected through NM Dec. 15/07
Corrected through LNM Dec. 11/07

HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE D

PROHIBITED AREAS (Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

Mercator Projection
Scale 1:100,000 at Lat. 26°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
— AT MEAN LOWER LOW WATER —

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.336' northward and 0.934' eastward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) o (Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Miami, FL	KHB-34	162.550 MHz
West Palm Beach, FL	KEC-50	162.475 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

NOTE F

PRECAUTIONARY AREA

A Precautionary Area exists around Miami Lighted Buoy "M". Large commercial ships inbound and outbound of the port will board and disembark pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

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No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

CAUTION

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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

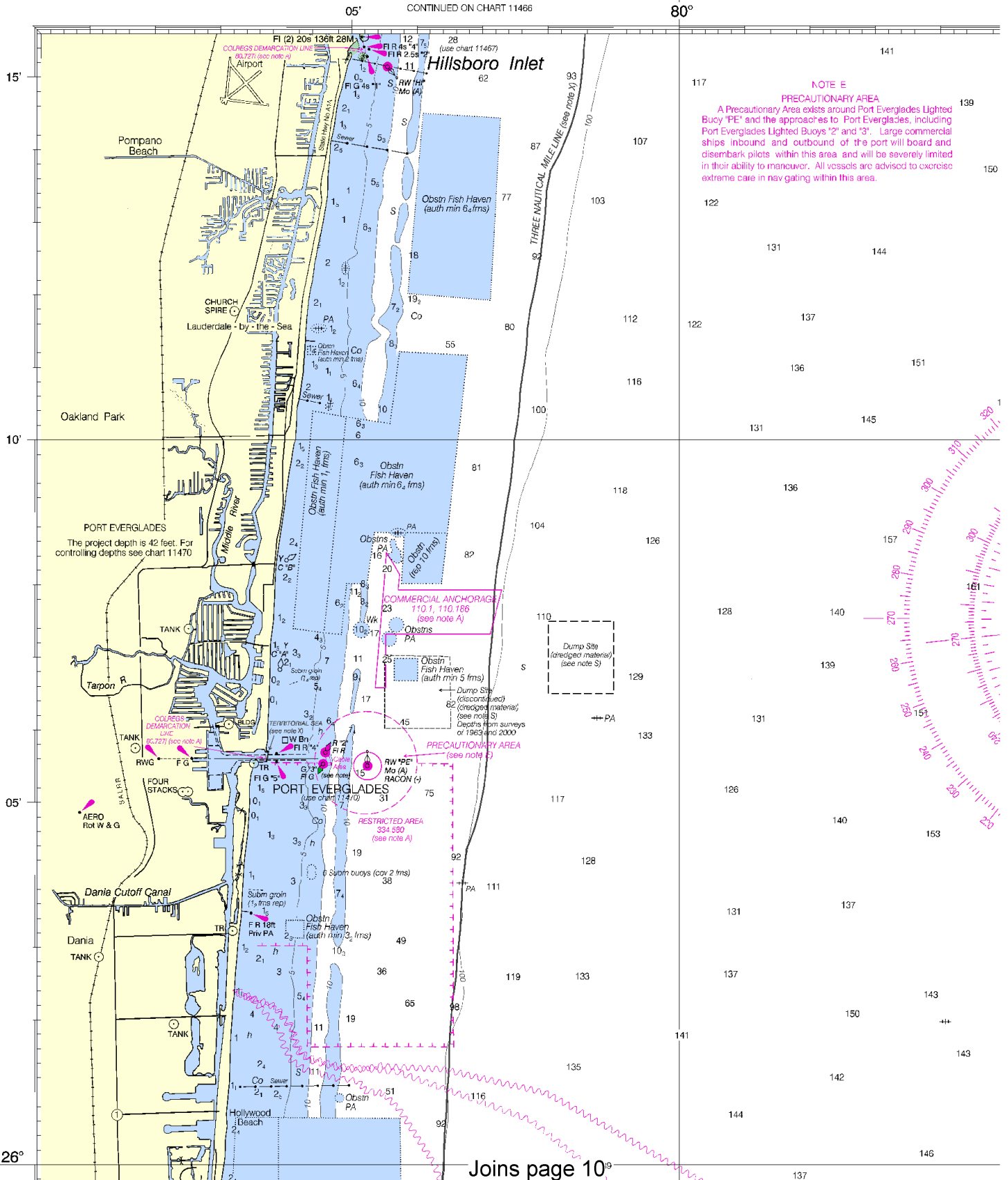
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

SOUNDINGS IN FATHOMS AND FEET

(FATHOMS AND FEET TO 11 FATHOMS)

11469



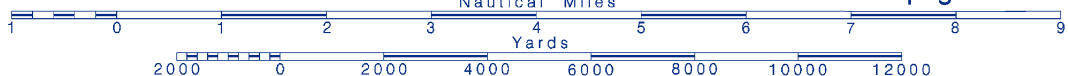
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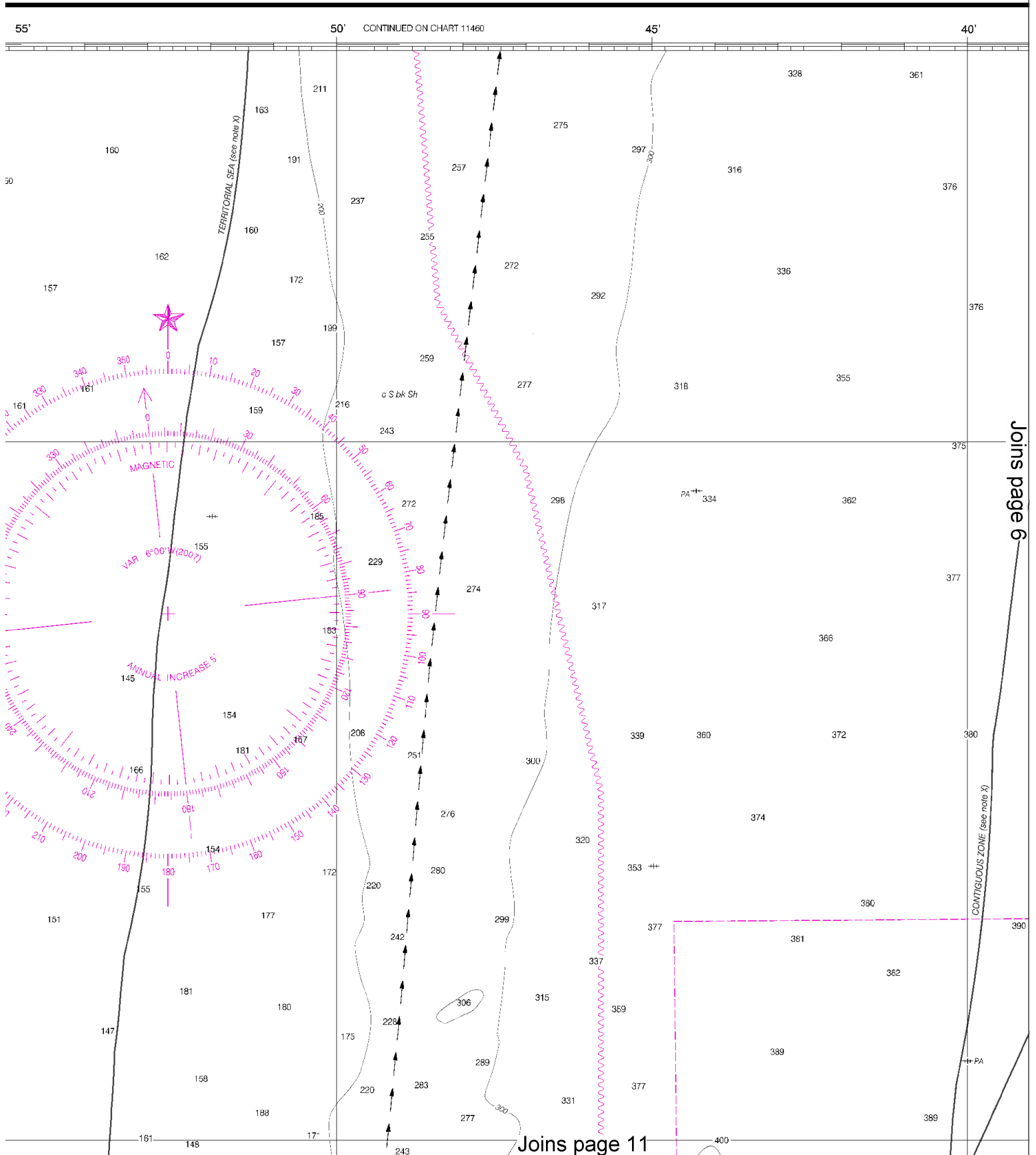


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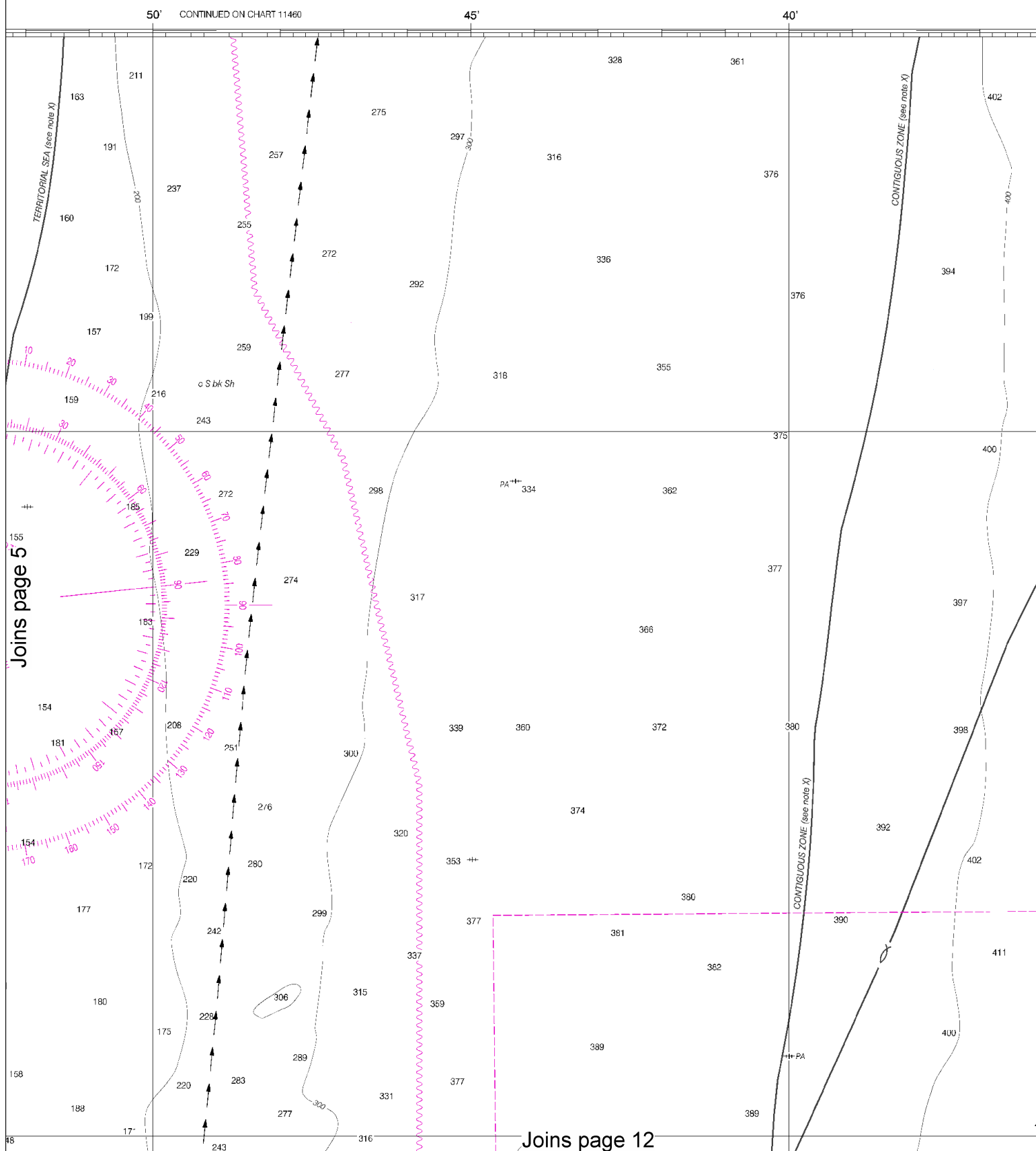
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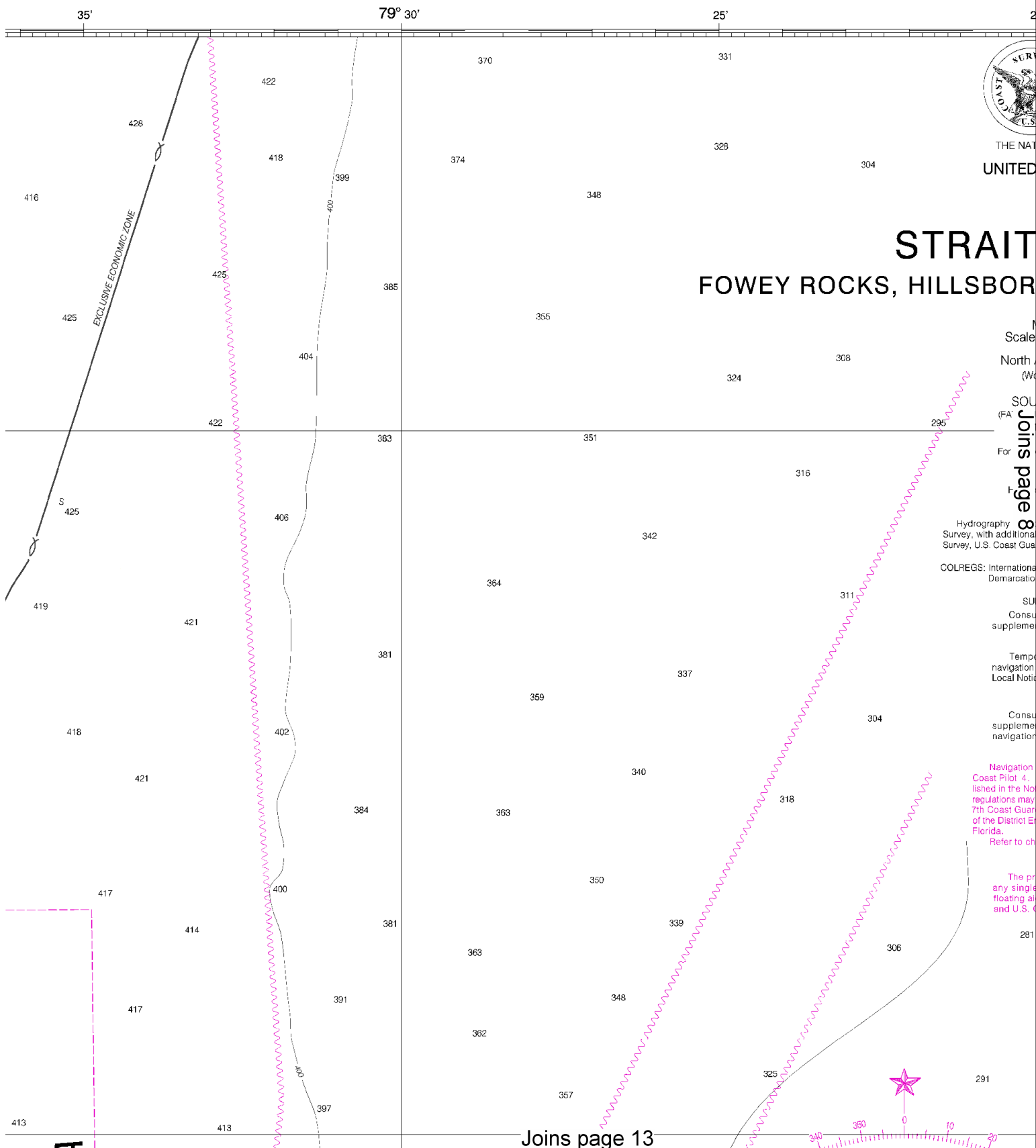
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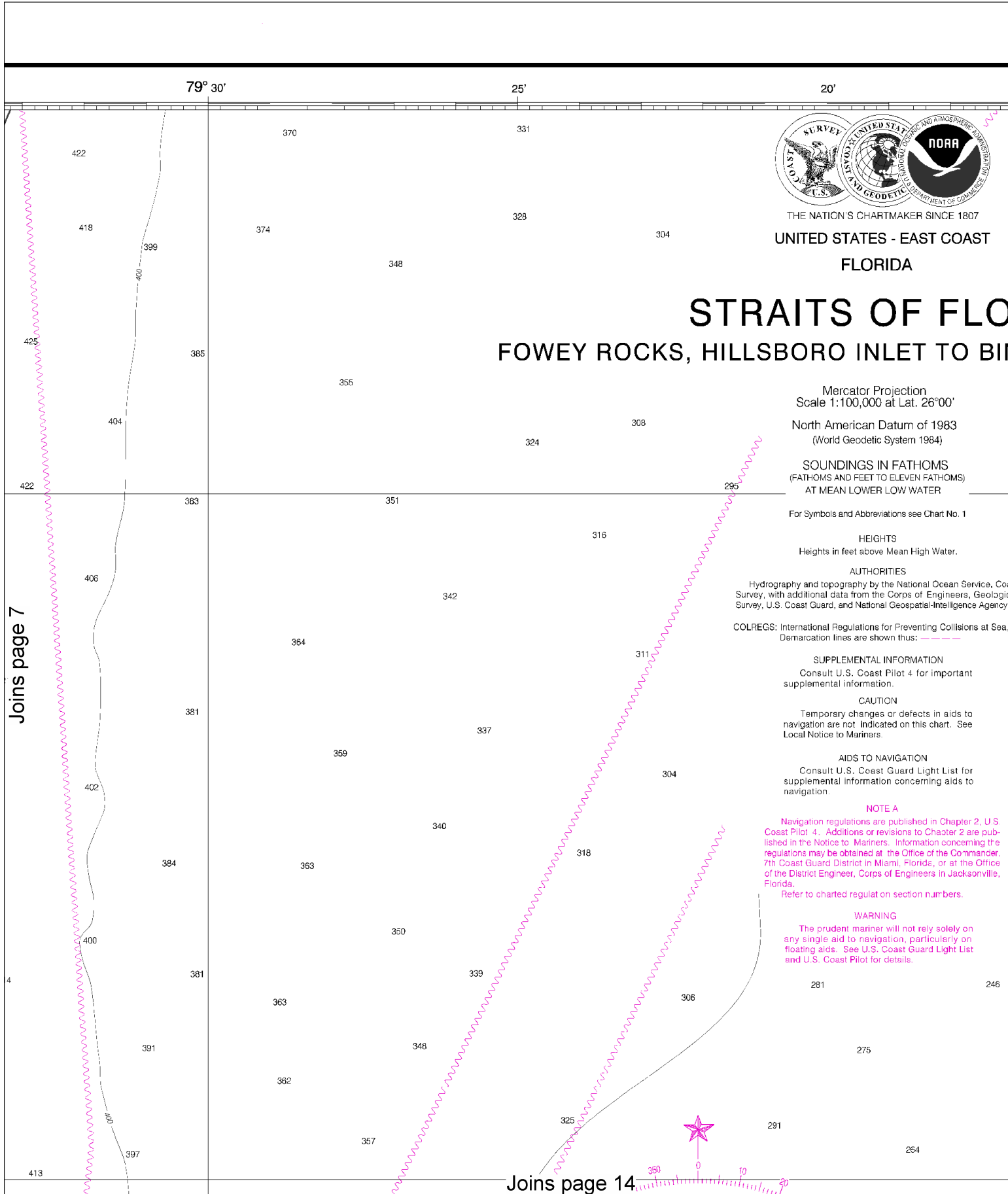


This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:133333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: n/a .



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - EAST COAST
FLORIDA

STRAITS OF FLO

FOWEY ROCKS, HILLSBORO INLET TO BII

Mercator Projection
Scale 1:100,000 at Lat. 26°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
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COLREGS: International Regulations for Preventing Collisions at Sea.
Demarcation lines are shown thus: ---

SUPPLEMENTAL INFORMATION
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CAUTION
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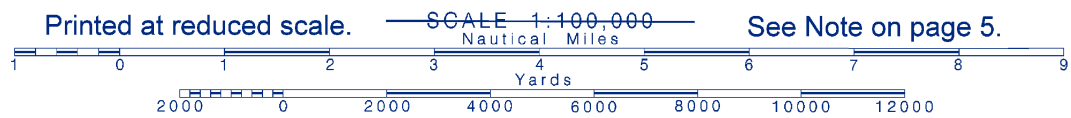
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A
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Refer to charted regulation on section numbers.

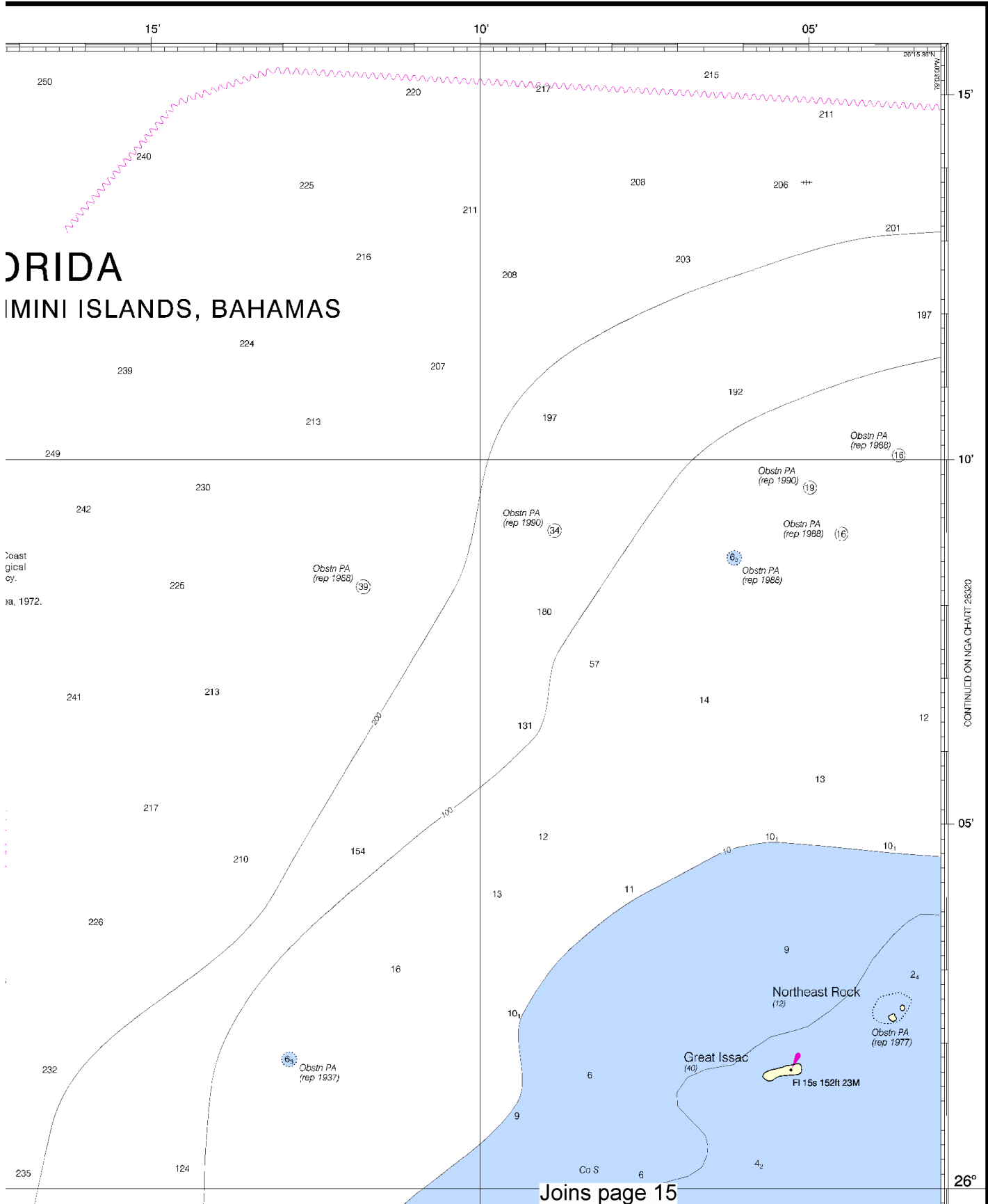
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Joins page 7

Joins page 14



See Note on page 5.



FLORIDA
KEYS, BAHAMAS

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Joins page 15

CONTINUED ON NGA CHART 26020

11469

Joins page 4

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Joins page 16

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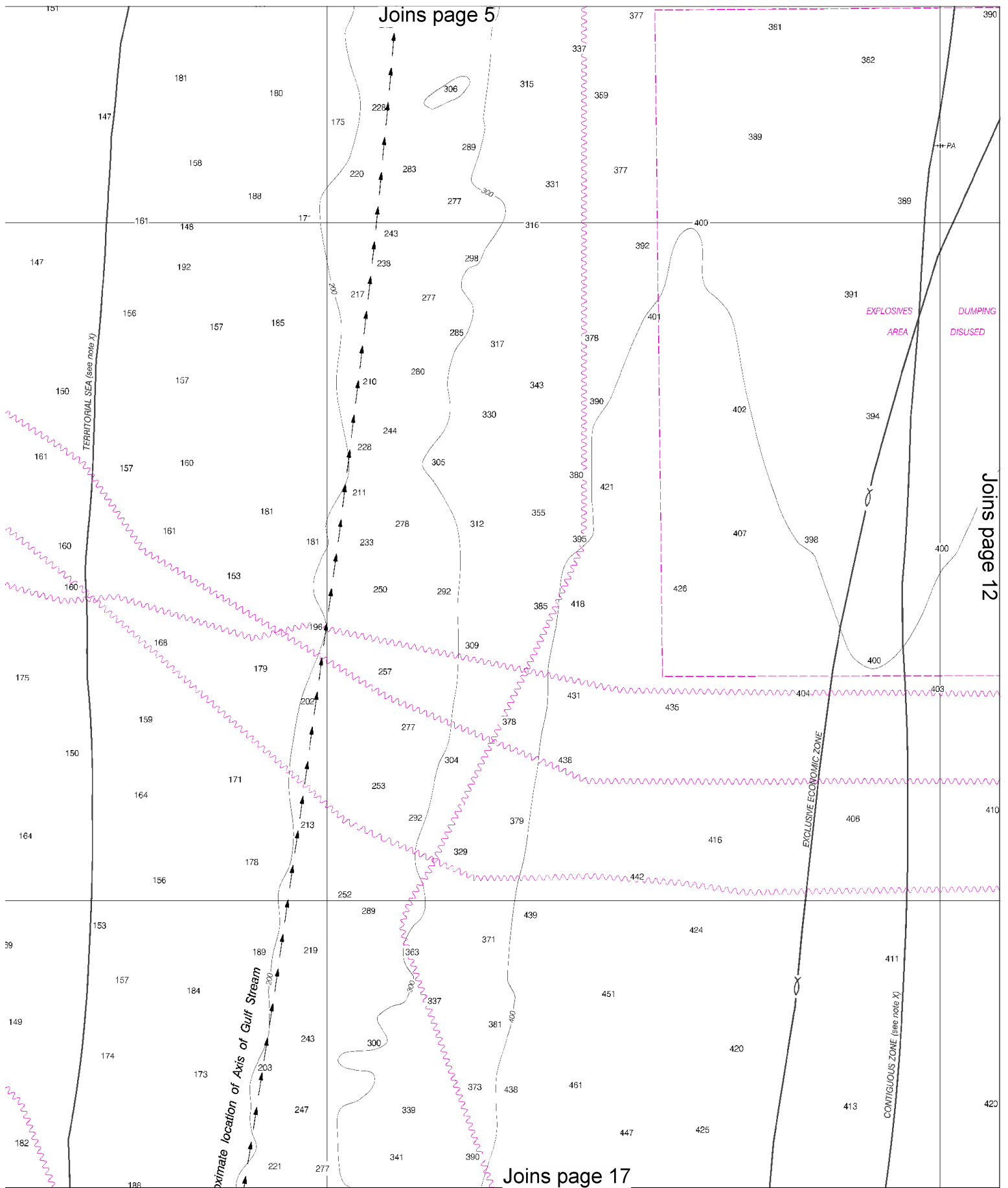
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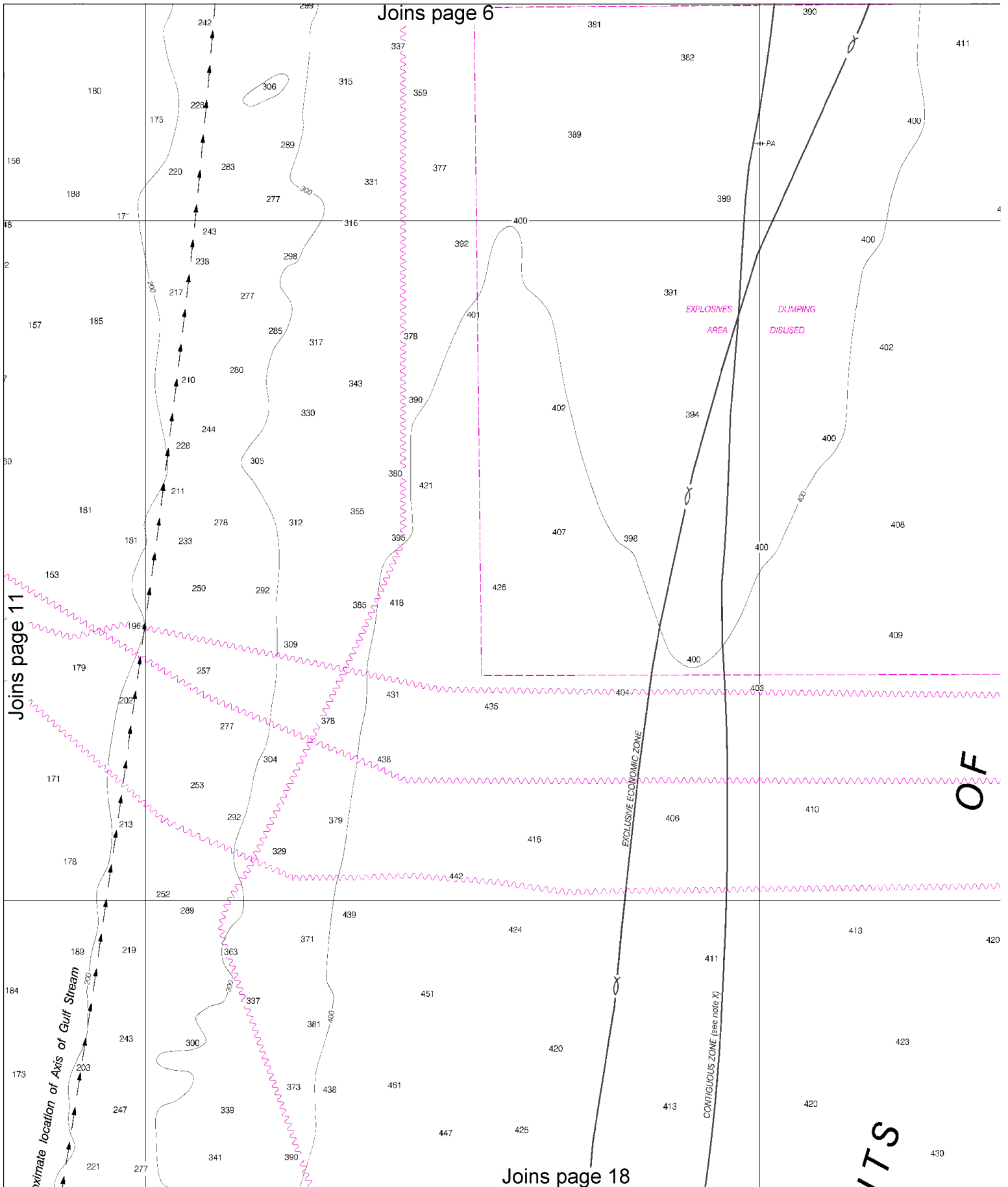
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See Note on page 5.





Joins page 6



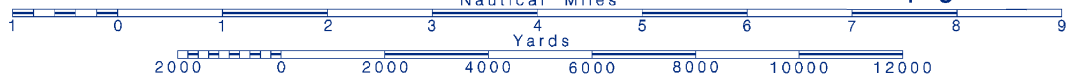
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See Note on page 5.



Joins page 7

Joins page 14

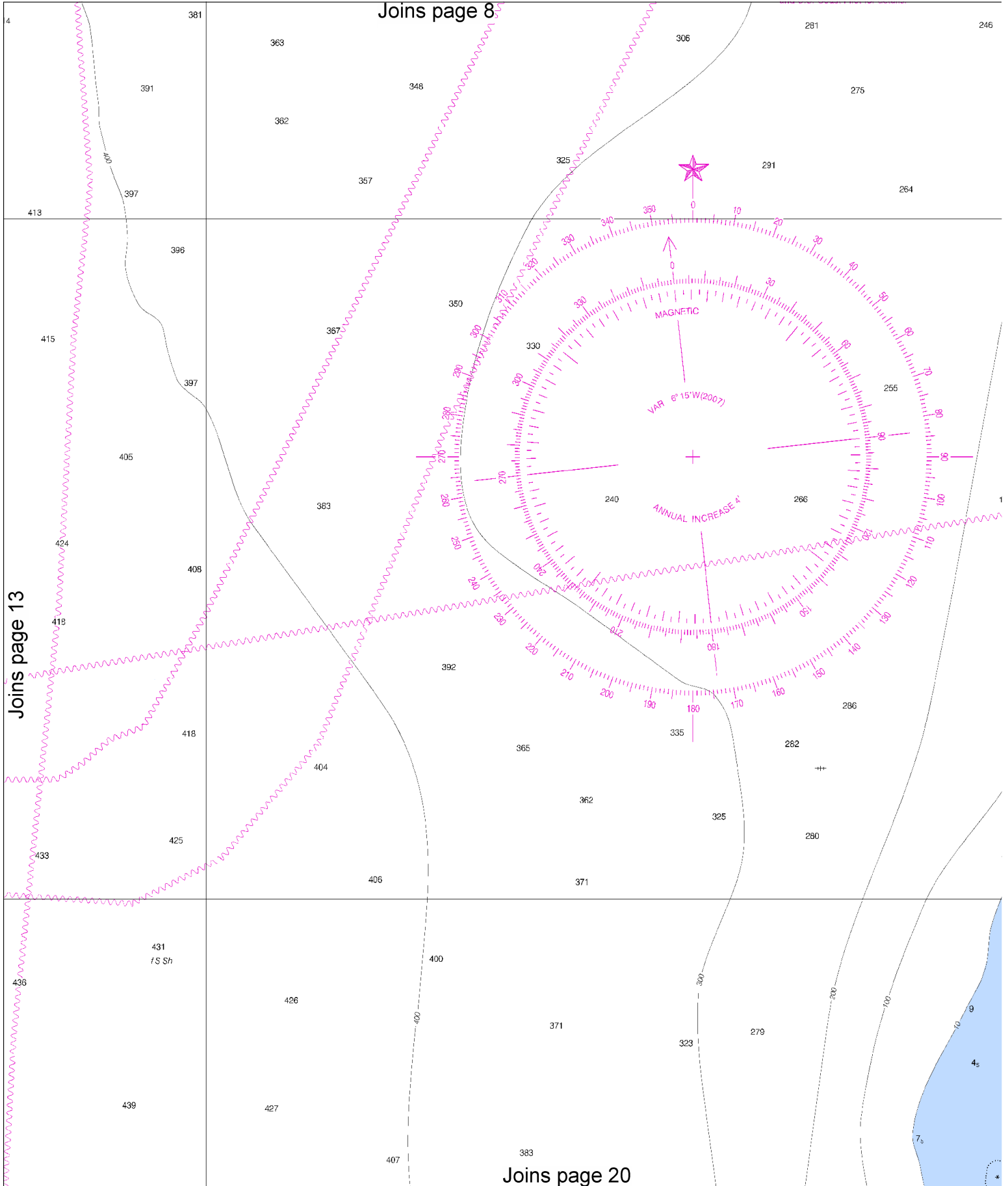
Joins page 19

FLORIDA



MAGNETIC
VAR 6° 15' W (2007)
ANNUAL INCREASE 4"

Joins page 8



Joins page 13

Joins page 20

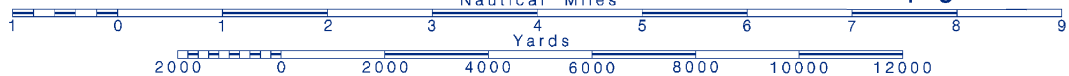
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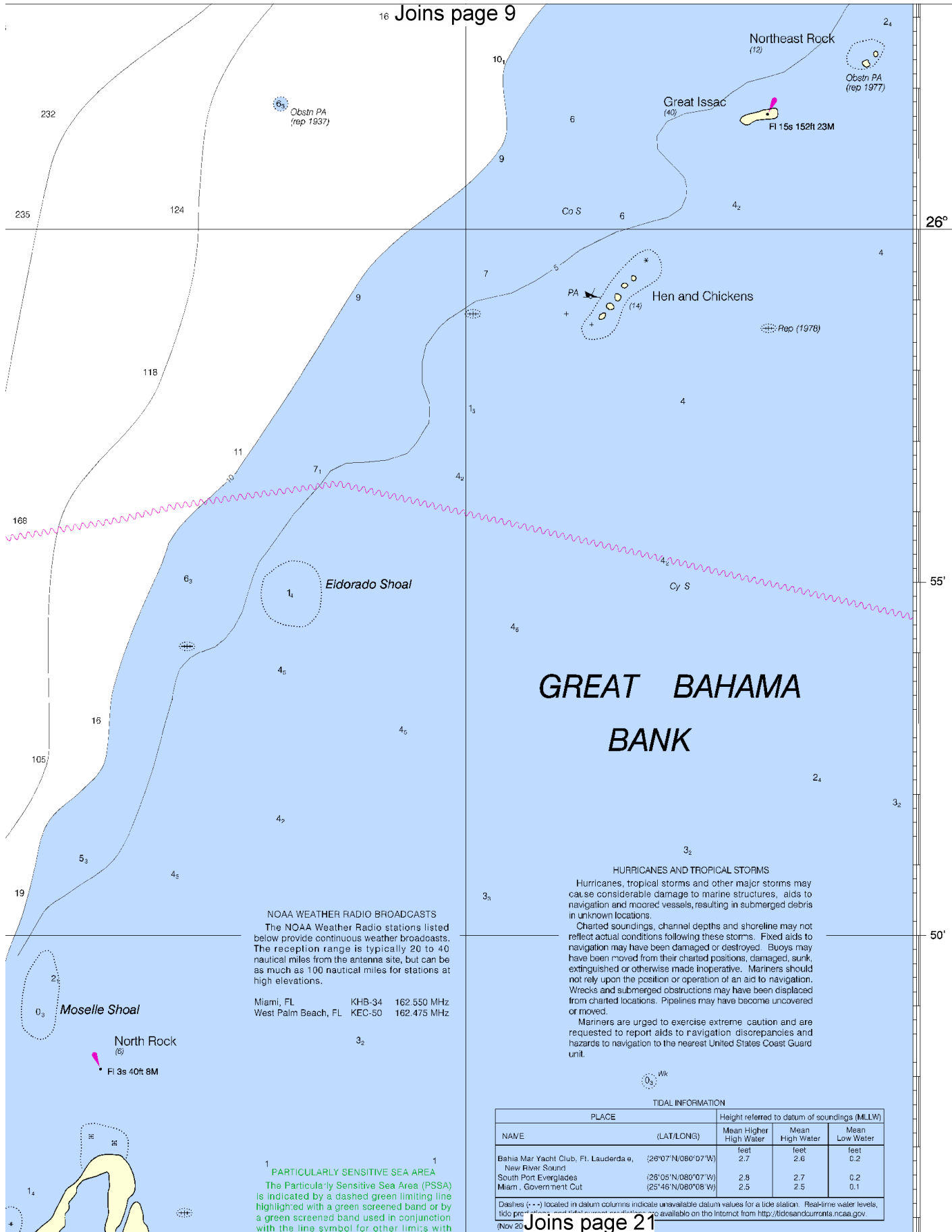


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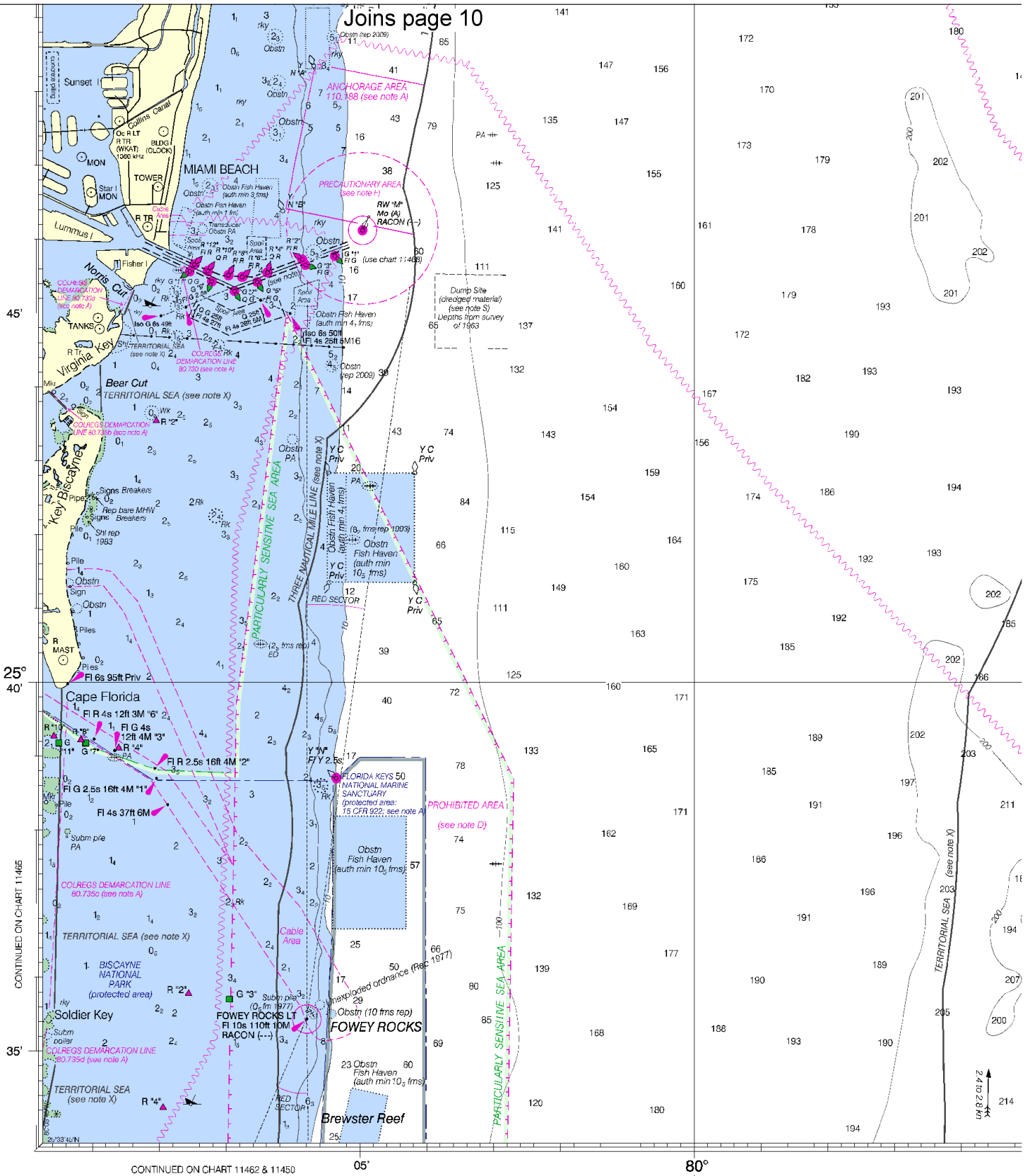
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See Note on page 5.





Joins page 10



8th Ed., Dec./07 ■ Corrected through NM Dec. 15/07
Corrected through LNM Dec. 11/07

11469

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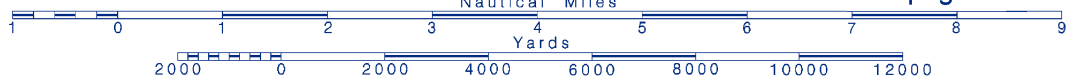
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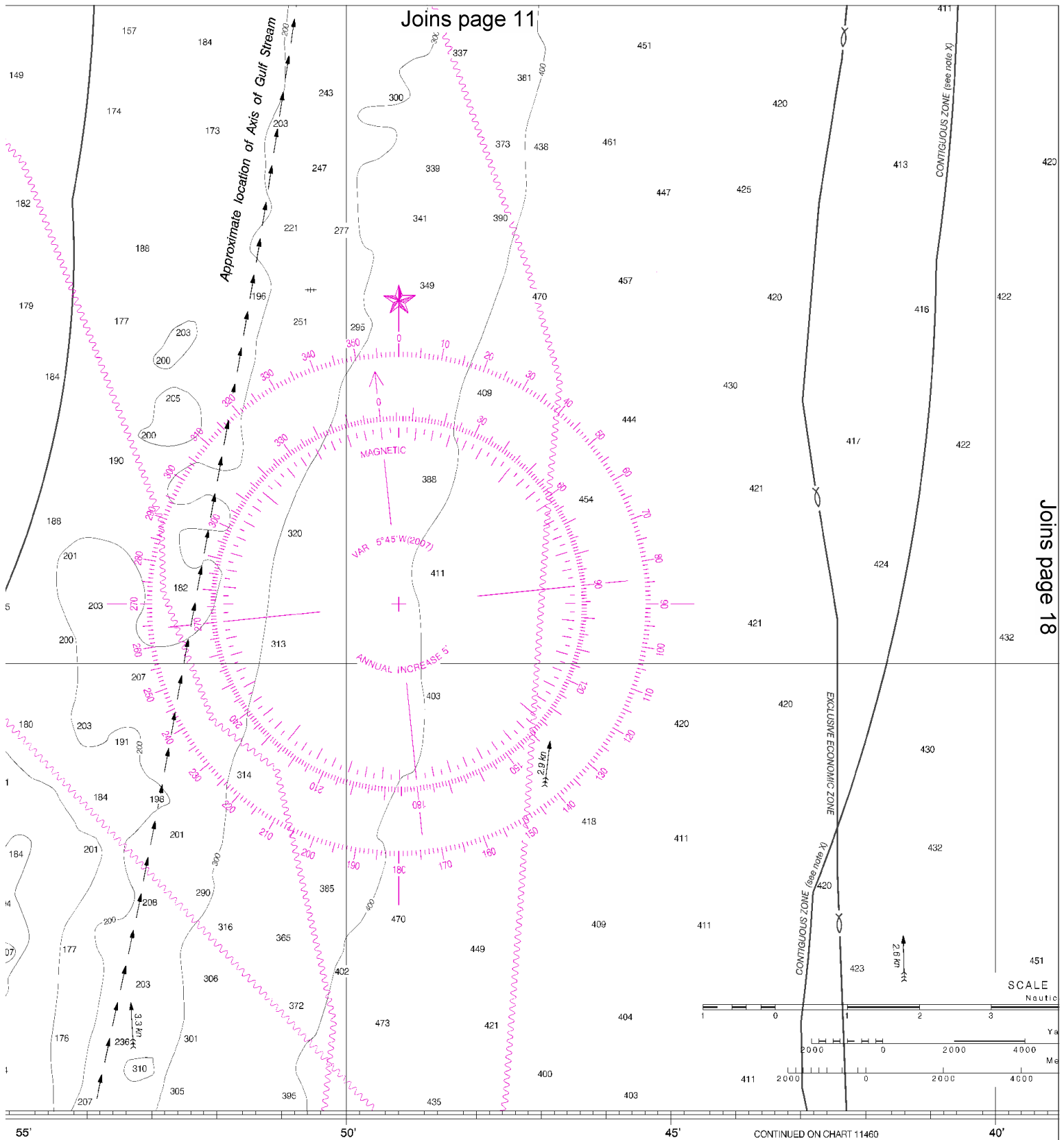


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SCALE 1:100,000
Nautical Miles

See Note on page 5.



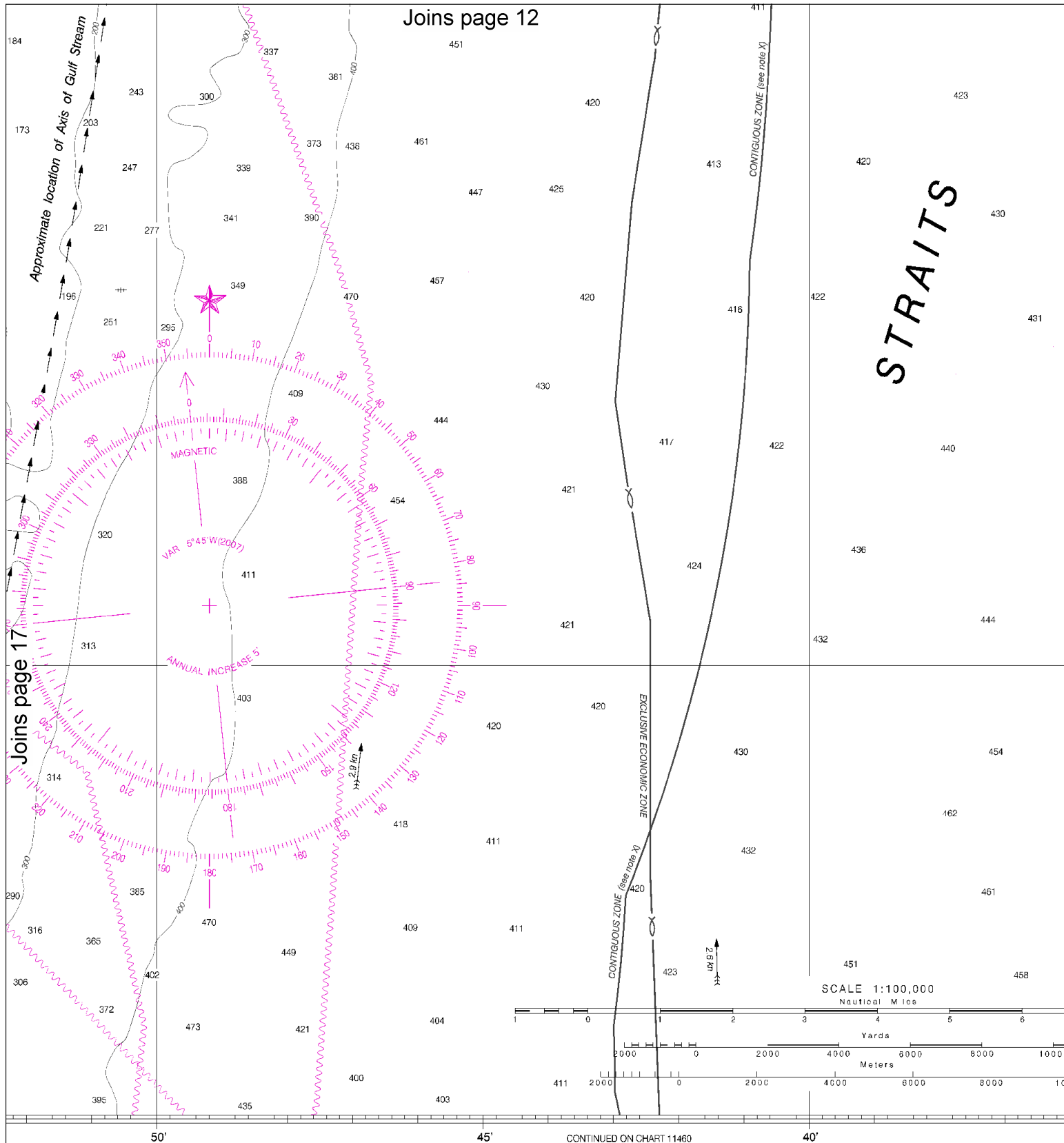


Navigation. The National
tions, or comments for
(CS2), National Ocean

NOTE D
PROHIBITED AREAS
(Areas to be avoided)
Under the Florida Keys National Marine
Sanctuary and Protection Act, Pub. L. 101-605 and
IMO advisory SN/Circ. 145, these areas are to be
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50 meters in length.

NOTE F
PRECAUTIONARY AREA
A Precautionary Area exists around Miami Lighted Buoy "M".
Large commercial ships inbound and outbound of the port will
board and disembark pilots within this area and will be severely
limited in their
exercise extreme

NAT



Joins page 17

NOTE D
PROHIBITED AREAS
(Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and Advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 100 meters in length.

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PRECAUTIONARY AREA

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Published at Washington, D.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

18



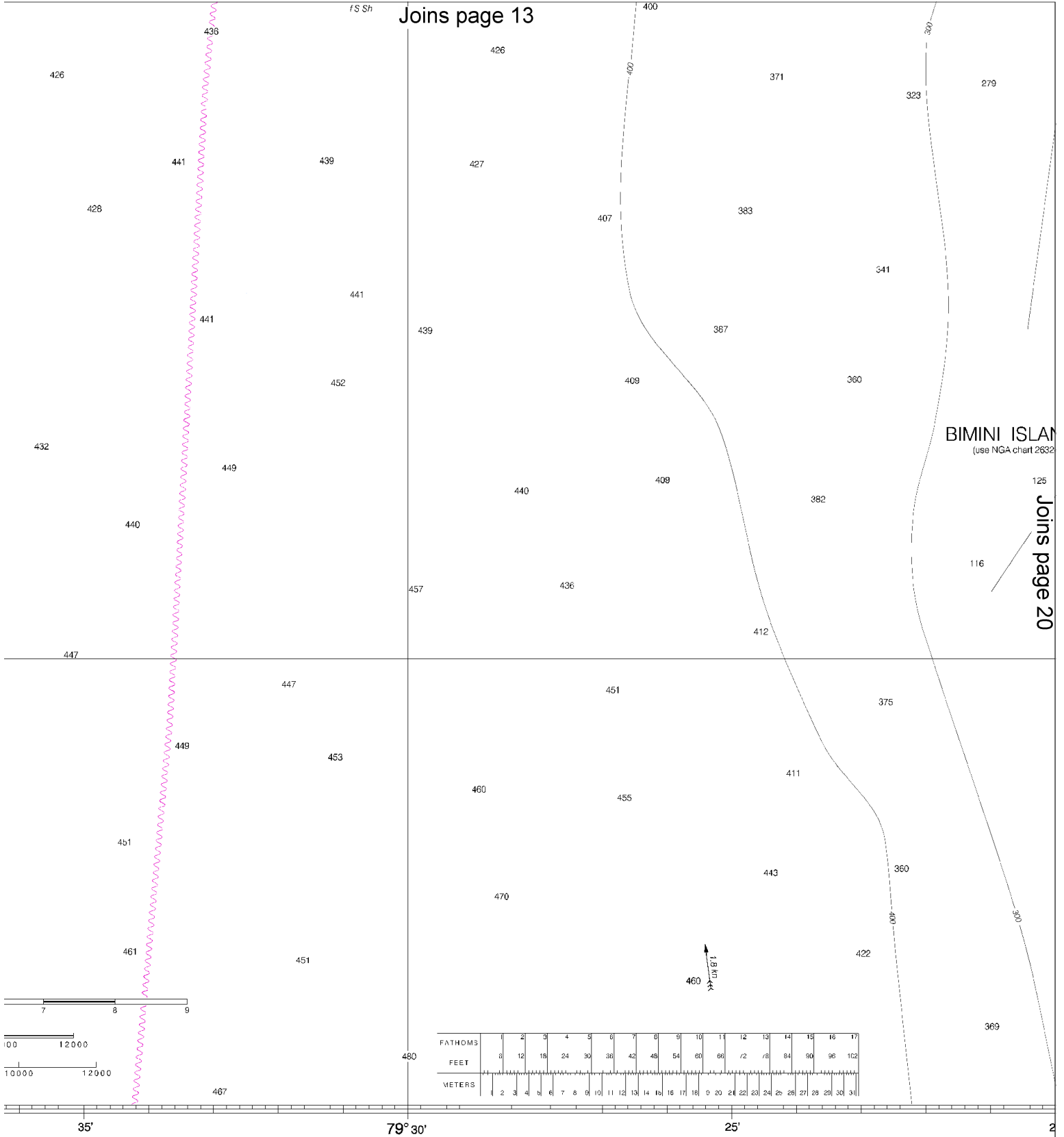
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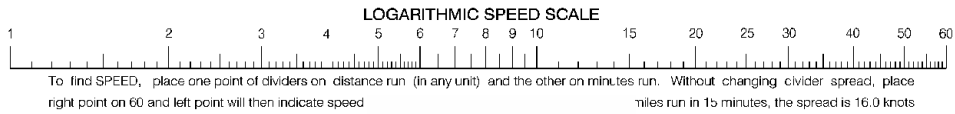
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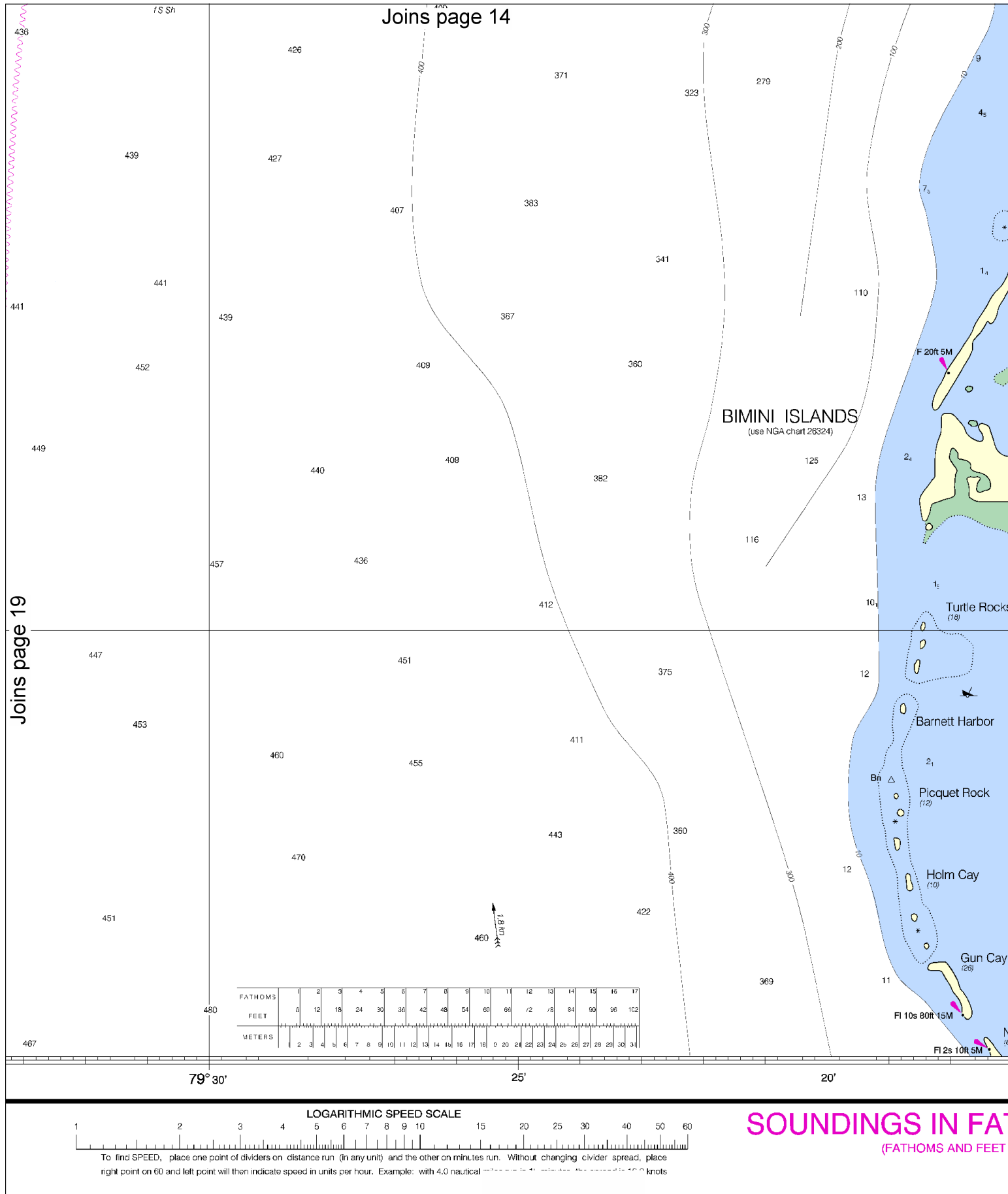
BIMINI ISLAND
(use NGA chart 2632)



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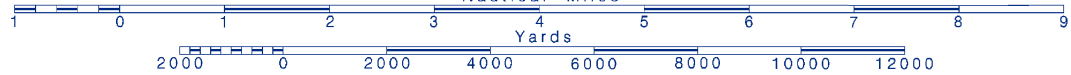
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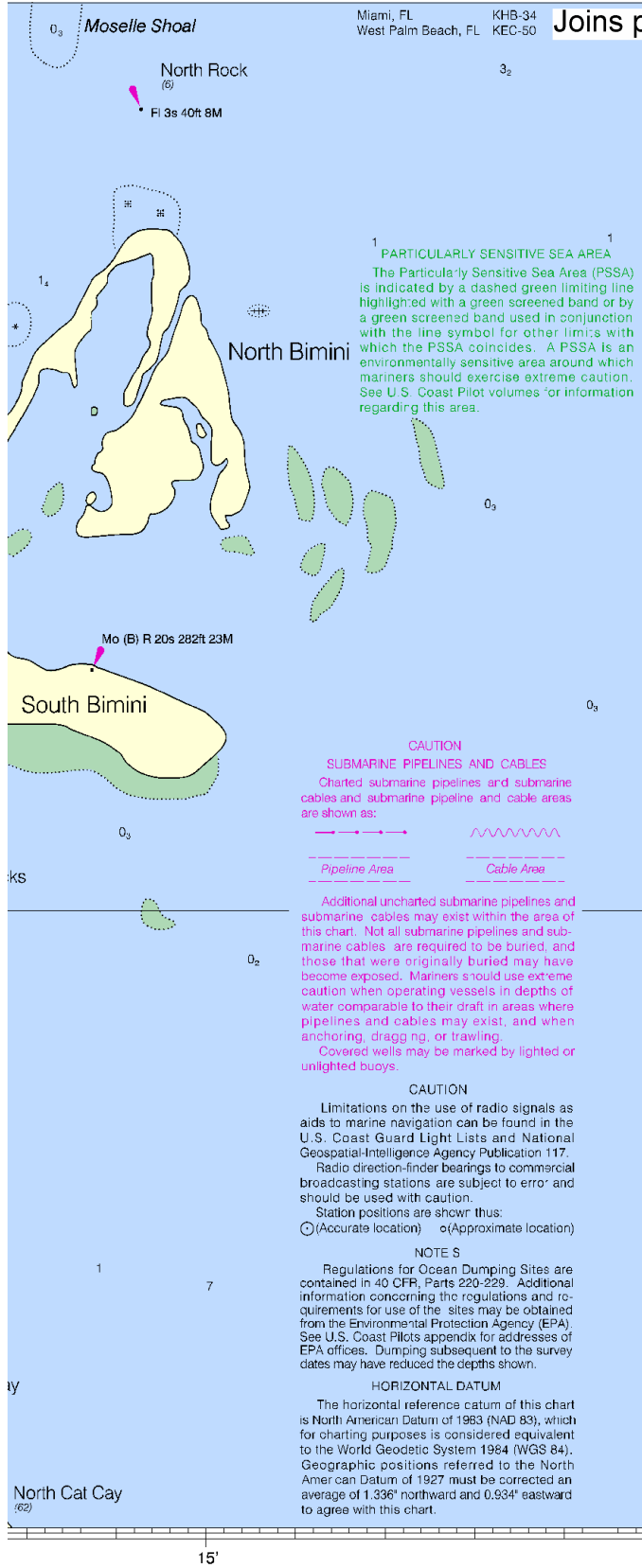


Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





from charted locations. Pipelines may have become uncovered or moved.

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TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		Mean Low Water	
		feet	feet	feet	feet
Bahia Mar Yacht Club, Ft. Lauderdale	(26°07'N/080°07'W)	2.7	2.6	0.2	0.2
New River Sound	(26°05'N/080°07'W)	2.8	2.7	0.2	0.2
South Port Everglades	(25°46'N/080°08'W)	2.5	2.5	0.1	0.1

Dashes (---) located in datum columns indicates unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Nov 2007).

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Additional information can be obtained at nauticalcharts.noaa.gov.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE

Source	Survey	Coverage
B1	1990 - 2007	partial bottom coverage
B2	1970 - 1989	partial bottom coverage
B3	1940 - 1969	partial bottom coverage
B4	1900 - 1939	partial bottom coverage

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.336" northward and 0.934" eastward to agree with this chart.

THOMS AND FEET
T TO 11 FATHOMS)

Fowey Rocks, Hillsboro Inlet to Bimini Islands
SOUNDINGS IN FATHOMS AND FEET - SCALE 1:100,000

11469

21

ED. NO. 8
NSN 7642014010145
NGA REFERENCE NO. 11AHA11469

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Lake Worth Inlet – 561-844-4470

Martin County Sheriff's Office – 772-220-7170

Coast Guard Fort Lauderdale – 954-927-1611

FL Fish and Wildlife Conservation Comm – 888-404-3922

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.